

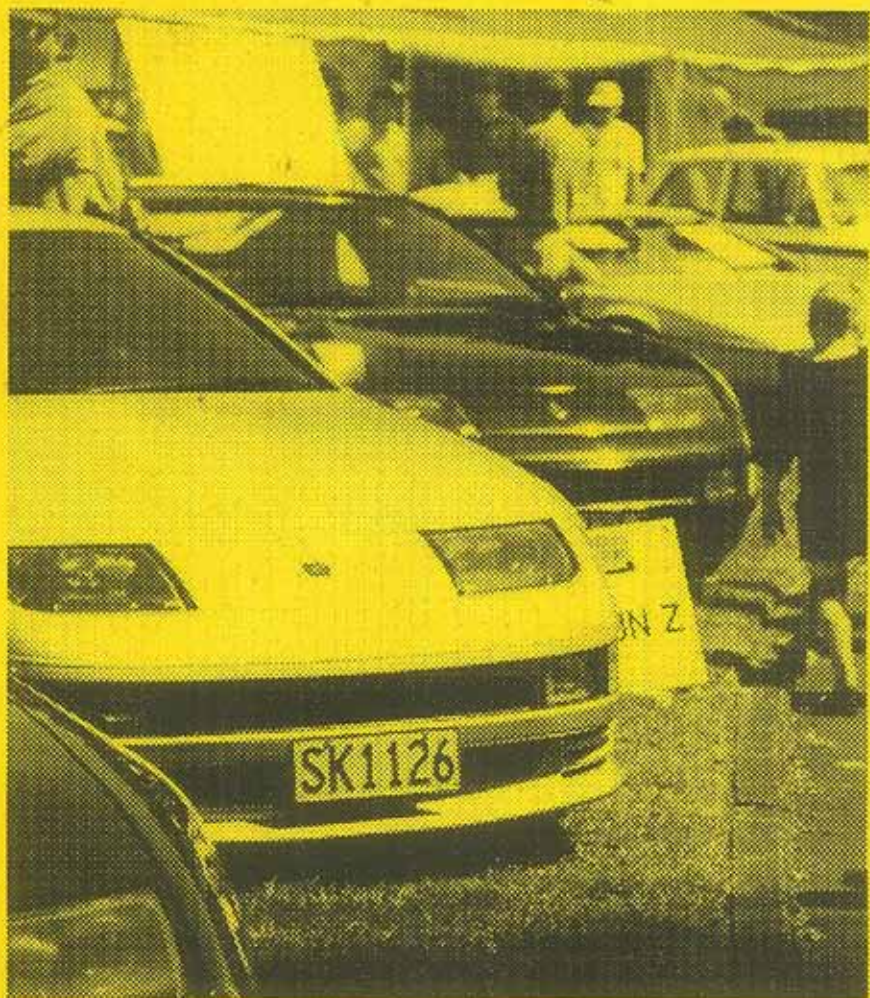


*Oriental
Express*

The official newsletter of the Datsun Z Club Inc.,
P.O. Box 24-176, Royal Oak, Auckland 1030, N.Z.

May 1995

Issue 63



CLUB PATRON :

We are honoured that our club patron is: Steve Millen

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Pats and Eddie Torial....

With the bulk of the racing calendar over for the year and winter on the way, it's time for some R & R (that's rebuilds and restorations).

There will be no chance to couch potato this winter, as we're looking for a volunteer/organiser who gives 'good phone' for the inaugural winter motor related festival of fun namely the Sports Person's Evenings of Excessive Degenerate Socialising or "SPEEDS" for short. This will be a "seriously fun" competition, made up of events such as a Go-Kart Le Mans, Classic Slot Cars Sprints, Motorsport Video Trial evenings, Computer Car Game Champs and so on. The series would be open to all club members, spouses, friends and add ons. You would, as series entrants, get points for attendance, points for staying awake through the video evenings and bonus points for bringing something yummy to munch on etc. If this sort of event sounds like you, then get in contact with us and watch out for flyers.

In the coming events for this quarter, watch out for our AGM. Yes, our December one was so successful we decided to have another one! Well actually if you were at the last one you'd know that we are just trying to move it to the right time of year. This one will be a bit different as directly after the meeting we will hold our annual prize giving and dinner.

We'd like to thank all the contributors to this issue, people are certainly making this magazine easier to put together.

Inside....

- The dirt on Intermarque Concours, a Barney Pratt exclusive
- Flag racing away and go marshalling
- Porsche Le Mans: Auto vs Manual - "no contest"
- A scorcher of a day at Whenuapai
- Z Drags - bake off comparisons
- Eddie and Pats go back to school
- Update on Z Club Patron, the highs and lows of a International race driver
- AGM and Prize-giving - details inside

Coming Events.....

SOCIAL CALENDAR

Wednesday 10 May 7:30 PM	Nosh, Nog'n' Natter (Pot Luck Dinner)	Greg and Lisa's house, 3 Newport Place, Forrest Hill (on the North Shore). The quality of the food will be up to you. Phone Lisa on 410-9689 to find out what course to bring.
Wednesday 14 June 7:30pm	Nosh, Nog 'n' Natter	Sonic Drive-In-Takeaways. Remember 'Happy Days'? Always wanted to order food through an intercom and have it delivered by someone on roller skates? Come to "Sonic" (Clark St, New Lynn) just past the Village movie complex. A full line up of Zed's should look impressive!
Saturday 17 June 7:30pm	Annual Intermarque Awards Dinner 1995	Carlton Hotel, cnr Mayoral Drive & Vincent St. TACCOC's annual 'big night out'. Tickets \$72 per person, includes all food, drink and entertainment. For bookings and more information contact Barbara Manning (09)415-6895.
Saturday 22 July 6:00pm	Z Club AGM & prize giving dinner.	In place of this months Nosh, Nog 'n' Natter we hope to see you all at Monterey Park Vintage and Classic car museum. See advertisement later in issue.
Wednesday 9 August 7:30pm	Nosh, Nog 'n' Natter	Royal Thai Restaurant, 243 Hinemoa St, Birkenhead. Excellent food and selection. Must phone Dee to book for this one as the restaurant is usually well patronised.

RACING CALENDAR

MAY 1995

Sunday	14.05.95	Northern Sports Car Club - Clubman's Race	
Sunday	21.05.95	Cooper Car Club Economy Run	Trial/Econo Run
		(part of Datsun Z Challenge Series)	

JUNE 1995

Monday	05.06.95	MG Car Club Sprints @ Pukekohe	Sprint
Monday	05.06.95	Capri Car Club, Taupo Circuit	Sprint
Saturday	24.06.95	Taupo Car Club Classic Meeting	Practice
Sunday	25.06.95	Taupo Car Club Classic Meeting	Race

JULY 1995

Monday	10.07.95	International Rally (New Zealand) commences	
Thursday	27.07.95	Leg 1- Auckland to Auckland	Intl Rally
Friday	28.07.95	Leg 2- Auckland to Rotorua	Intl Rally
Saturday	29.07.95	Leg 3- Rotorua-Matawai-Rotorua	Intl Rally
Sunday	30.07.95	Leg 4- Rotorua-Auckland (Finish)	Intl Rally

(For more information on getting involved in the Rally, as marshals etc, phone 0800-730-994 full training will be provided).

OCTOBER 1995

Tuesday	24.10.95	Targa New Zealand commences	Tarmac Rally
Sunday	29.10.95	Targa New Zealand finishes	Tarmac Rally

(For entry forms and information contact Targa Promotions (NZ) Ltd, phone or fax (09) 298-8266. Note: entries close 30 July 1995 or sooner if over subscribed!).

ATTENTION!

Could all Club members who currently hold Club trophies, please return them to your nearest committee member by 1 July 1995.

Thank you!

WELCOME NEW MEMBERS.....

Name	Area	Year	Model	Colour	Registration
Mark McKinlay	Herald Island	1978	LHD 240Z/V8	Red	LO LYF
Garry Udy	Cambridge	1972	240Z	Blue	AZURE
Steve Millen	California	1995	300ZX Plus	Many	Unlikely
Jim Putu	Ranui	1981	280ZX 2+2	Blue/Silver	KE6532
Trevor Griffiths	Mt Wellington	1974	260Z Coupe/V8	Dark Blue	HE1051
Jan Long	Avondale	1990	300ZX 2+2 Turbo	Black	300ZED
Ed & Tessa Leenders	Upper Hutt	1975	280Z 2+2	Green	unknown
David Searle	Khandallah	1980	280ZX 2+2	Red	NA2919
Hugh & Julie Pepper	Hillcrest	1978	260Z 2+2	White	OF3083
Mark Thompson	Mangere Bridge		280ZX soon	TBA	TBA
Blair Cole	Wellington	1972	240Z	Green	KU9372
Kas Green	Mt Maunganui	1980	280ZX 2+2	Red	SK3633
Warren Brown	Birkenhead	1974	260Z Coupe	White	JD1226
Tony Burt	Hamilton	1978	280ZX 2+2	Red	RED Z

The Great Z Club Magazine Official Interview

(Z Club Member profile)

Name: Peter Campbell

Date: 23 February 1995

Occupation: Livestock Agent

1. Tell us about your Zed

240Z 1971 Metallic Blue. L28 and some other bits. Did I tell you it has 16x8" wheels!! An 'A' series gear box (5-speed) and a 4:4 ratio diff.

2. History of car?

Car purchased two years ago. It was sold new in New Zealand by Moller Motors. I'm the sixth owner. When purchased it had 89,640 miles on the dial and had never been smashed.

3. When did you join the Zed Club, how did you hear about us?

I joined just after I purchased the Zed. Went looking for zeds at the racetrack, Geoff Rolfe-Smith was my first contact... soon met Stu

Robertson, Paul Hansen, Keith Smith and the rest is history. Keith Smith frightened the shit out of me one afternoon at Clevedon, after that I was hooked. The adrenalin buzz from a fat 280ZX is what got me - thanks Keith.

4. **Is your car purpose built, street raced, daily transport, business vehicle?**
My car is expensively built, hobby gone mad!!!!
Only driven on Sundays and not very well on some of them.



5. **Future Plans?**
Park it and save money. I am all restored and rebuilt out.
6. **Worst moment in your Zed?**
You guess (backcover of issue 61 right!...Edz) about 1pm on Sunday 11 September 1994.
7. **Best time you have had with your Z?**
Beating Alan Harrison and Stu Robinson earlier that morning...well they let me past anyway. Passing Dennis Marwood also brought a smile.
8. **What sort of events have you been involved with in your Z?**
MG Sprints, Northern and Auckland Car Club race days, Z Club Baypark weekend and road runs to Manfield and Wellington.

9. **What car would you buy if you won lotto?**
Who knows... I once went to see a 240Z in England that had about £150,000 spent on it. At the time it was about NZ\$450,000...it was nice.
-

THE ART OF FLAGGING...

by Maureen Rolfe-Smith

Anyone who has been to a car race has seen, dotted about the track small groups of people, who from time to time become animated and wave flags or chase up on cars that have left the track. Who are these people? What do they do?

In a nutshell, they are volunteers from all walks of life, some flaggies have partners or friends who race, others are prospective drivers, getting the feel of the track, before the track "moves for them", still others are there because they love car racing and all that goes with it, but find being a spectator boring. The flag marshal's role is crucial to racing - without them, there would be no racing.

On some days marshalling can be adrenalin packed excitement, other days boring. Marshals attend race meetings in every form of weather in the Northern hemisphere - they even do it in the snow, and on frozen lakes! They rarely have protection against the elements, and even more rarely have a "loo" in sight. Sometimes they stand all day without breaks, as there aren't enough folk on a point to rotate so a person can have a 'sit-down'.

For the most part a point is covered by three marshals including the point chief, however six marshals is ideal as everyone gets a turn and a rest. A point chief is 'God', but a lesser god than the Chief Flag Marshal, who in turn is a lesser God than the Clerk of the Course.... Flaggies are there solely for the safety of the drivers, but must also look after themselves.

So what do the basic flags mean?

A **yellow flag** means "danger, slow down" - this flag can be held stationary or waved. When all hell has broken loose, two are waved. The 'point director' prior to the incident is required to warn drivers by showing the yellow, the point following the incident is required to show a stationary green flag telling drivers they can go for it again. If a driver passes another car while in the section marked by the yellow flag then she or he will be reported and can be fined.

A **blue** flag indicates someone is trying to, or about to, overtake you. Stationary or waved it comes in very handy in long events when cars are being lapped. The blue is not often used in the shorter races after the third or fourth lap as most drivers know if someone is on their tail.

The flag with **yellow and red stripes** is commonly known as the "oil flag" but as well as meaning "slippery surface", it can also indicate that there is debris of other sorts on the track.

A **white** flag is used to indicate that there is a slow moving vehicle on the track.

A **red** flag means that the track is closed and the race has been stopped. Only the clerk of the course can tell the point chief to do this. The flag is held stationary at every point. Drivers must stop racing and move slowly (being prepared to stop) to the pits or start/finish line.

There are other flags, but the best way to learn them is to get involved - flag marshalling! Often Flaggies are also expected to 'crash crew' should there be an incident or accident. This job takes a considerable amount of guts, knowledge of cars, as well as some on-the-spot quick thinking and practical first aid.

I am sure I have flagged you all to sleep but before the snoring sets in I'd like to emphasise that if you are reasonably fit ie. you can stand, then why not give it a go? If you have never done it before the point chief will give you instructions and you will not be placed with an inexperienced group. It is a great way to meet people, most of whom know heaps about cars and drivers including the top racers on NZ circuits. At times the commentary can be quite enlightening.

None of the flaggies like seeing the drivers get hurt, I guess that is why we do it. That and the fact that we are all slightly mad. If you are still interested, call me (Maureen Rolfe-Smith) my number is (09) 483-9878.

The Great Z Club Magazine

Official Interview

-(Z Club Member profile)

Name: Darcy Blackmoore **Date:** 14 February 1995

Occupation: Managing Director (Aluminium Joinery company).

1. Tell us about your Zed

I own a 1989 300ZX twin-turbo Coupe. Black with the registration 'BLACKZ'. The engine is stock apart from boost increase, air intake, exhaust, HKS gear box control unit, HKS turbo-timer, Stillen grille and front air scoop, suspension kit and of course it runs on 96 (octane) now. (Yeah, just your basic ex-factory spec...Edz).

2. History of car?

The car arrived in New Zealand in 1991 with just 7000 km on the clock. It was sold from a New Lynn car yard to Nick Moore. Nick had the car converted to run on super and did a further 10,000 km's. He sold it to me in February 1994.

3. When did you join the Zed Club, how did you hear about us?

I joined in December 1994 after talking to Nissan NZ about the Z Club. It's a great club, there are no "try hards" or "big heads".

4. Is your car purpose built, street raced, daily transport, business vehicle?

The car is used maybe once a week, if it's fine, otherwise on long trips, out of town and on business.



5. Future Plans?

Remove stone chips from bonnet. Lot's of TLC.

6. **Worst moment in your Zed?**
Not too many to date, just a speeding ticket.
7. **Best time you have had with your Z?**
Too many to list (just ask Tony Jugem).
8. **What sort of events have you been involved with in your Z?**
Club concours and Inter Marque Concours.
9. **What car would you buy if you won lotto?**
Bugatti EB110, but not a GTR or an RS4 Audi (a bit slow really).

1995 Intermarque Concours

by Barney Pratt



In an exclusive interview, Barney Pratt (not his real name), an official judge of the 1995 Intermarque Concours D'Elegance, gave the inside story to Orient Express:

Barney, what makes you give up your time to judge the Concours every year?
Dogs. Canines. I like dogs. There's always lots of them there.

Yes. OK... what did you think about the standard of cars entered in this year's Concours?

I don't know if you noticed, but the spirit just wasn't there, was it? Only two cars in the Masters Class and 11 teams of people who on the whole looked like they weren't trying very hard. It was just as well there were so many lovely dogs to look at.

Are you saying the entries weren't up to the usual standard?

First, understand I don't speak for all the judges, just from my own perspective. But I felt it was so... patchy.

You mean over the top sweetie darling?

No I didn't say Patsy. Patchy - you know, a couple of superb cars, some good ones, but too many obvious "run it through the valet and finish it off on Saturday" jobs. For goodness sake, one American car owner hoped he'd get originality points for the Big Mac wrapper we found under the passenger seat.

And what about the Z Club Concours Team - Bruce Robinson, Darcy Blackmoore and Tony Jugum?

The club had by far the best display site and made the most of it. Putting a team of 300's in was a nice touch and made a great show. As to the standard of the entries you can see from these top secret official results what the judges

thought of them. I felt the guys had done very well but given the handicap of lack of age points, the team needed to put a few more hours work in to compensate. Aside from that I must say I was disappointed only by the team's refusal to bribe.

You must have been asking the wrong person... so, what about the rest of the Z Club display?

As always Lisa Wilkie's 280 ZX Coupe was a stunner, but, as always it was

eclipsed by the owner. A year after the event, the fans are still looking round for the "Girl Who Was in the Paper That Time".

I was pleased to see Ana Pincevic's silver 240 out as well as Lindsay Waldren's 280 2+2,

both clean as a mouthful of teeth before a hot date. Assorted other Zeds seemed to come and go during the day, all nicely turned-out... did I see the Long's 300 there with its beautiful new black backside? And of course the crowd adored Peter Campbell's straight and sassy little hot rod, sorry, 240. Exquisite.

They did well, your team.

Thank you, Barney. Now, do you have a few words for Zed owners who want to Concours their cars?

Obviously the first thing you do is take it out and prang it so you have a good base to work from. When it comes

**“It was just
as well there
were so many
lovely dogs to
look at.”**

back from the paint shop and it's reassembled don't ever use it again. Don't even have sex in it while it's in the garage.

If you can't afford to prang it but can't help thinking of the dollars a Concours win may add to your car's resale value, then allow several solid weeks of full-time, backbreaking work. Get your cotton buds into all those secret little places and when you think you've finished, put on a white glove and pretend to be a Concours judge. You'll get a fright.

Check under the carpets, get rid of the condensation inside your tail-lights, make sure the inside of your bumper is clean. If you're serious take the engine out and clean each external bit. Make sure all your wiring and hoses are in keeping with the car's age. Make sure

there are no non-factory stickers or badges on it.

Once Concours day comes don't what ever you do check out your competition. The judges frowning and laughing over your car will be demoralising enough.

The only other thing I would suggest for next year is that you include a few dogs in your display. Perhaps a Japanese Spitz or two. Brings in the crowds.

Barney, as a Concours judge are you completely impartial?

My judging is as clean, straight and original as the cars I'm judging.

In other words your judging's patchy.

I know my dogs, though. Let me tell you about Japanese Spitzes...



Tony and Darcy would like to thank everyone who helped them work on their cars in preparation for the Intermarque Concours.

LETTERS TO THE EDITORS.....

Dear Pats and Eddie,

Last year, indications from tyre suppliers were that, due to the low volumes of competition tyres used in the country, stock levels here were going to be small or non-existent. Thus intrepid tyre users would have to order their tyres in advance and supposedly allow around 6 weeks for delivery. "I guess that's OK if such problems exist" thought I.

Well... Yokohama make a wonderful tyre acceptable to the Thoroughbred and Classic racing regulations - the infamous A008R. Having used these in the past, they were the natural choice to run at Manfield in November.

Allowing six weeks lead time, I ordered two 195-60-15's (which no one seemed to stock) and continued with the other preparations. It has now been 30 weeks, that's seven and a half months, and still the local tyre shop tells me it is "in Yokohama's hands". Great, that helps a lot.

Since Manfield, I have purchased another set of rims. The different offset on these rims allows the fitting of a 205-60-15, without the strut clearance problems encountered with the former rims. So I rang around tyre suppliers in search of this different size of A008R.

Peter Van Breugel (Prestige Tyres, Manukau) located a set in the South Island. "Great", says I, "I'll take two of those". A couple of days later the evidence of the Bankcard transaction arrives by mail. A further week goes by, still no round black rubber things. I chase up Peter. He chases up the other bunch. You know. The "Y" crowd. "Oh - that's right" says Yokohama, "we forgot to let you know. That set was already sold."

Around three working days remain before the Baypark "Final Fling" meeting. Bleeding great! Two of my tyres are badly flat-spotted and in need of replacing. The other two have small spots, but not bad enough to cause problems. True, I can get medium performance road tyres. Dunlop D60's. Falkens. Perhaps others, cheaper too, but not competition tyres. Peter puts in considerable effort to help find a solution. He apologises, even though he's not responsible. He suggests that Yokohama should talk with me about the "stuff-ups" direct.

No-one called. It seems they haven't got the nerve. Or maybe their list of people to

apologise to is just too long. It really gets you thinking when even some tyre suppliers say "No, we don't deal with Yokohama". To assist, Peter kindly supplies two horrifically expensive Bridgestone RE520's at cost, although I still had to steal the neighbours milk money to scrape by. No thanks to Yokohama for the extra expense incurred through their incompetence.

Thankfully, the 15 inch additions to the Hankook range seem to be shipping at last. It sounds as if some stock of these tyres will be held in New Zealand. Although overall tyre performance may not be up to the A008R level, at least we can be sure of improvement when it comes to the service level!

*Yours disgruntled
Roger Jones, Rotorua*

PS. Anyone wanting an un-raced 240Z to do up should get in touch (07) 348-3850. May be viewed in Tauranga.

Dear Pats and Eddie

Re: Sunday 28 April at 2:30pm

Those guilty will know who they are without having to be embarrassed any further....

I have just witnessed the most appalling display of driving on North Road, Clevedon, seen in many years. There must have been a dozen Zeds driving past in convoy and not one of them was exceeding the speed or decibel limit!!!

Paul, Lisa, Graeme and I have raced up and down our road for years and worked very hard to give our club a high profile amongst locals and we don't need all our good work spoiled by a bunch of "Do Gooders"

*Keith Smith
North Road Racing*





Dear Members of the New Zealand "Z" Club,

It is an honour to be chosen as Patron of the New Zealand "Z" Car Club, and I am very proud to be associated!

My last 7 years, being very closely associated with the Nissan Z, have been a great experience and will stand out as the most prominent in my racing career.

It's 25 years since I competed in my first motorsports event, a hillclimb at Paremaremo, in a 1954 Hillman. That's the same year as the introduction of the Z car to the world with the now famous 240Z.

1995 for both the company, Steve Millen Design, Inc and myself is going to be very busy.

Firstly, I will be racing in the 13 race IMSA series with the 300Z. As the defending champion I will attempt to back that up. I was also invited to compete in the IROC (International Race of Champions) series with all four faces at Superspeedways - Daytona, Darlington, Talladega and Michigan.

Secondly, my business partner, New Zealander David Schollum and I are building 300-400 Limited Edition 300Z twin-turbos which we will sell throughout the National Nissan Dealer Network in the United States. This car is titled "SMZ"/

Thirdly, we have just launched an eight page brochure with a signature clothing line which celebrates the Z's 25th Anniversary and the 1992/1994 IMSA Championships.

Last week I travelled to Australia for events celebrating the Z's 25th Anniversary. We will be supplying parts for Australia to build 40 Limited Edition SMZs. These will be normally aspirated versions.

Nissan US also keep me busy with their PR events surrounding the 25th Anniversary, PR appearances for the racing programme, TV commercials etc. All this as well as spending as much time as possible at "Steve Millen Sportparts, Inc. which is our parts and accessory company for cars and trucks.

For the past 6 years we have raced the 300Z with a twin turbo V6 producing 800hp in qualifying trim and 750hp while racing. But for 1995 IMSA (International Motor Sport Association) banned turbo engines so we were off to Daytona, a 24 hour race, for our first race of the season with brand new V8 from the Infiniti Q-45 car. This motor is a 4-valve, 4.5 litre V8. We started the race with little confidence that it would finish a 24 hour event. To our amazement, the engine ran trouble free and we finished 8th after power-steering problems.

A few weeks ago, we completed the Sebring 12 hour race and were extremely happy to win this gruelling event (probably the toughest of all the endurance races) for the 3rd straight year.

I look forward to hearing of your events in the future and won't promise but will try to communicate through the year from the US of A.

*Regards to all
Steve Millen*

Two days after receiving Steve Millen's letter, the club were saddened to hear that Steve had been involved in a major accident at Road Atlanta. The article is re-printed below.

The Datsun Z Club offer their sincere condolences to Steve and the Millen family and look forward to Steve making a full recovery.

We hope to see him racing again soon.

Millen Injured in race shunt

Expatriate Kiwi racing driver Steve Millen has been injured in a 275km/h smash in the United States.

Millen, defending his International Motor Sport Association GTS title, was holding third place in the Road Atlanta Grand Prix after 45 laps - and due to hand over to team-mate Johnny O'Connell on the next lap - when his Nissan 300ZX was hit by a Ferrari 33SP driven by rookie Freddy Lienhard.

The Kiwi was taken to the intensive care unit at North-east Georgia Medical Centre in Gainesville with head and neck injuries and his condition is listed as stable.

Dr Bruce Nixon, attending Millen, said he suffered a basal skull fracture and a spinal fracture of the C2 vertebra. "Steve's condition is very stable and the prognosis looks very good at this point," he said.

Millen has been fitted with a "halo" device which stabilises his head and neck, and will have to wear it for nine to twelve weeks, although he may leave hospital at the end of this week.

The New Zealander had only recently recovered from serious injuries, including a fracture skull, in a crash at Watkins Glen in 1993, but Dr Nixon

said the weekend's injuries had not affected those of the earlier crash.

Leinhard was apparently unhurt, although both cars were extensively damaged. Two other drivers are in the same hospital as Millen following the Road Atlanta meeting. Italian Ferrari driver Fabrizio Barbazza is fighting for his life with multiple injuries and Millen's former Nissan team-mate now Oldsmobile driver, Jeremy Dale, had both legs broken in another accident.

Millen said from his hospital bed that the severity of both incidents warranted an "extensive investigation".

Hopefully, procedures will be put in place to reduce the chances of similar incidents in the future".

However, he also expressed concern about the role of Lienhard in the crash.

"This was not a racing accident - I was just plain knocked off the racetrack," said Millen. "I can't tell you how frustrating it is for this to happen when I am leading the association's GTS points battle and trying to defend my championship. It's like 1993 all over".

Bay of Plenty Motor Racing Association Inc
P O Box 2106
TAURANGA 3001

17 March 1995

Datsun Z Club (Inc)
P.O. Box 24-176
Auckland

Dear Motorsport Supporters

On behalf of the Bay of Plenty Motor Racing Association and Baypark Promotions it is with real regret and sadness that the forthcoming closure of Baypark Raceways is to take place on 30 April this year.

Being the Bay's home to all types of motorsport for the past 30 years the circuit will certainly be missed by all those who have used, supported and helped to maintain it.

No doubt the motorsport history books will continue to feature Baypark Raceway for the many motor race meetings that have been held there, along with the names of many great national and international motor race drivers who have appeared there; this can also be said of all other direct types of motorsport: motorcycles, dragsters, superkarts and of course many classes that run in speedway, which have been very supportive of Baypark, and their assistance alone has helped the circuit to be there.

Whilst there has been many misguided statements regarding the closure of Baypark, both mentioned and written about, you can be well assured that the final decision was not an easy task under the circumstances, and the circuit was a victim of "progress" within the city.

However, to all the past and present competitors, officials, marshals, circuit personnel and the many sponsors and service people, we thank you all for the many years of support given to Baypark - "Thank you, one and all".

Regards

*Peter Hanna
Baypark Events Director*

B*#@ Sunday Drivers

by Roger Jones

As it was such a long time since I had been involved in a *non-competitive* outing with the Z Club (and since my wife Stella never had), we decided that the "Sunday Drive" on April 23rd would be just the ticket, anyway the weather in Rotorua was lousy.

As it would happen (just my luck), the Auckland Craft Show coincided with the event so we left a little earlier to peruse the displays. Although there were buckets of lovely stuff, the prices weren't quite in the same league as the local craft markets. We did buy a nice stained-glass-imitation-ornamental bottle and a choice balloon (filled with miniature and sausage balloons) a beautiful piece of work.

Before proceeding to the start point of the drive (Dodge Pie), we put the balloon between the speaker cabinets (that prevent the rear seats being raised on the 280ZX 2+2, making it normally a 2+0), and covered it with a large jacket to keep it from the sun etc.

Queues at Dodge Pie weren't a problem, as long as you were patient. And not hungry. Then the drive began.

There's something about travelling in a convoy. Whether it's two cars, or the 10-odd gathered for this outing. We really enjoyed the cruising, OH MY GOD!! Something LARGE and FAT is trying to beat our heads in, then escape

out the open windows! We re-stow the balloon. North of the Bombays, the weather-behaved. Roads were a little damp in places, but we seemed to evade the rain, and even saw some sunshine!

I have to wonder though. Last time I asked (and it wasn't recently), there was something like 160 Zed Club members. Every new magazine issue seems to list a dozen or more new *victims* recruits. I thought I would see more newcomers there, out to meet other members and see each others *equipment* cars. If not the occasional social outing, find out from your favourite club official (pick one at random from the front of the mag), where and when the next race meeting is that a quantity of Z's is likely to attend, AND GO. Wander up to someone racing a Zed (or at least when it's in the pits) and introduce yourself. If you really want to make friends, say something like "Weren't you a bit slow round that top corner?"!!!

When the Sunday Drive reached it's Southern most point, and the other participants prepared to head back North, we in turn, headed home. The weather was deteriorating in typical Rotorua fashion as we reached maximum altitude before the 20 minute decent into Rotorua. An on-coming car went by, as Tina Turner was playing "Nutbush city" from the CD when BANG!!!

The wife was wide awake, and even I was jolted unceremoniously from my Long-Distance-Zombie-Driving mode. The windscreen was intact, and no white smoke from a blown engine was evident in the mirrors. Seems the balloon had an aversion to heights!

A great 482km day.

Looking forward to meeting more of you soon.



Confessions of a Pervert

by Alan Harrison

I must be a pervert. (Remember, you heard it here first.) At least I figure that I must be. You see, there's this ancient Chinese proverb that claims "if you say something often enough it becomes the truth".

The most recent allegation of my perversity took place at the Porsche Le Mans relay race (12 March 1995). Just 'coz I said I liked racing in the rain. Imagine what I would have been called if I had told the truth, that I actually *prefer* racing in the rain?

It's all to do with being old. (Old being a relative term that you never fully get used to).

You see I've been racing the same car round Pukekohe for about 14 years now, and in that time I've got to know where the track goes. (Fairly damn well in my opinion, but that's another story).

Another ancient proverb (possibly French) says that "a change is as good as a rest". Another (Italian) claims that "familiarity breeds contempt". The Poms came up with "a rolling stone gathers no moss", but I couldn't make that seem relevant in this context.

Anyway, what I'm getting at is (*we were hoping you would clarify that sometime...Edz*) when something different happens it's more fun. In the case of a race meeting, having an endurance event, a relay, a reverse grid (sighing deeply, the author takes a moment to reminisce) or even if it simply rains and makes the track slippery (slack trippery?) then more fun is potentially there for the having.

If you achieve a *combination* of the above events - like a reverse grid race in the rain (at Manfield for instance) - or a relay race in the rain at Pukekohe, then I'll be in

there like Flynn never could be - or wanted to be anyway, but that's another story too.

The recent Porsche Le Mans day started wet. Not enough to worry me mind you. I tried doing practise on dry tyres, this in itself proved entertaining, if a little futile. I only did my three laps then got out of the way of the fella in the silver Alfa that wasn't sharing my point of view. Ever noticed that the Italians have a very stifled sense of humour?

Fortunately the weather closed in as the day moved on and before long I was putting on the wets. They should name a song after that ...

It was all falling in to place. You see, the reigning Z champs, namely the **Automatics**, had issued something of a challenge to the manual drivers - "Nyah nyah, we're faster than you" or something in that vein, over a toasted sandwich at Pokeno - and everyone knows that if you plan to out-manoeuvre an automatic, having water between you and the ground isn't going to further your cause.

Now is as good a time as any to announce: *we were almost incredibly mistaken.*

The Gillespie-managed manual rocket team (I still can't believe they really ran under the title we gave them: "The Mere Manuals". We expected them to change it. Honest). They were able to pull out what we thought was an uncatchably massive lead of two seconds in the short three hour race. We believed that we had been humbled and embarrassed completely. Then the official results arrived in the post. Seems neither of us realised that they were one whole lap down. We really *are* faster than them after all. Well blow me (*no commentEdz*).

We were prepared to confess that we were *very very wrong*. We are no longer prepared to admit such a thing. We'll see you at the track next year buddies.

Now where was I? Oh yeah, racing in the rain. How many of you have noticed the way the track changes when it gets wet? The Nissan sweeper becomes the blind man's launch pad - especially if you drive over the painted white line on the inside. (Possibly also applies to the line around the outside, but I haven't grown the balls to try that yet).

Castrol becomes incredibly slippery, more so than it is normally. Perhaps this corner needs a different sponsor? Carborundum springs to mind. The slight kink in the back straight becomes a corner. The one just before the river. Many an overpowered road eater has eaten dirt there. In fact a man piloting a Porsche found this river at the Le Mans, eventually using his roof to slow for the hairpin. Should have left the 911 at

home and raced the bathtub, methinks.

And how about the "Moving Cloud of Death" that inhabits the back straight? That's the one that you catch slowly on the straight only to have cars come backwards out of it as you approach the hairpin. And notice how you can pass those elusive Lotus 7s in the rain. Apparently they can see better with their eyes closed...

Anyway - despite the rain, or perhaps because of it, the Z club recorded it's best ever result. The "Evolution Autoz" finished fourth overall with 100 laps completed. The "Mere Manuals" came in at position 6 having completed 99 laps. (The winning Porsche team only managed 102).

The "Z Challengers" (The guys who originally thought they could beat the Autoz - "wrong, thank you for playing ...") finished a little further back in 14th place on 92 laps - after having to call on their reserve due to the exploits of the world famous mixed-metaphor Farmer Baker, who couldn't get his 260 tractor back out of one of his own furrows just over from the hairpin.

Our thanks go to the "drowned rats" that kept the racers racing by lap counting, plombeuring, mechanicing, marshalling and generally standing around in the rain for 3 hours.

I'm singing in the rain, just singing

The Rain-X Kid.

TACCOC WHENUAPAI RACE DAY

by Keith Smith

February 25 & 26 was "wings and wheels" time again and as my car fits the description perfectly, I guessed it was time to give it a warm up - or as all racers at Whenuapai know - nearly a boil up!

After a huge amount of preparation, commonly known as a wash on Friday night, the car was prepared.

Saturday morning - turn the key. Oh no! Not again!! Flat battery. It was running fine last night, just ask my neighbours. So it's purchase a new battery on the way to scrutineering and fit it there. This car demolishes at least one battery and alternator per season.

We had two racers from the UK staying with us who were dead keen to have a look, so we all headed to scrutineering in the white 280's. One the racing version and the other a (9)28 version. Having completed scrutineering, we headed off to find a miss in the (9)28 and in the afternoon we also had to modify the clutch push rod on the race 280 to give me one last race meeting. What's my problem at Whenuapai? I always sacrifice a clutch whenever I race there. Luckily I only race there every 3 years.



Mark, Meryn, Paul, Ron, Neil, Anthony and myself all had a satisfactory practice day. Having completed that we attended the de-briefing at the Loaded Hog.

Race day saw us lined up on the grid amongst the usual classics and the not so classic RX7 'Batmobiles'. This was a great opportunity to test ourselves against the latest multi-turboed technology from Japan. As usual the Zeds shone through, and it brings it home to me again what great cars the Zeds are. (Well, the 280 2+2 anyway!!)

I had a great day's racing complimented by many close duals with Neil. But it's time he learnt that when being pursued by an underpowered, overweight, rural vehicle - always give way!! The fact that I was behind him and trying to pass on the inside must surely mean that it was his fault when I spun him, and turned the right rear wheel of Greg's car into an American classic white-wall tyre (colour matched to my front bumper replacement).

After a pair of Porsches got tangled and a Merc mated a Lotus, Anthony Baker probably had the most eventful day amongst us. Whilst racing, Anthony made a beeline to the marshals with flames leaping from his bonnet. At this point I'm sure he would like to endorse the importance of wearing fire-proof racing gloves. Without these he would have suffered burns to his hands while opening the bonnet.



The last race of the day saw me racing in my favourite conditions - off the back of the grid and pouring with rain. Then a drive home to put in the new clutch and look forward to the 'Final Fling' at Baypark

Z TIMES CAPTURED AT WHENUAPAI	
<i>Driver</i>	<i>Best lap time</i>
Keith Smith	1:18:60
Neil Stanford	1:20:52
Anthony Baker	1:22:00
Ron Ragen	1:22:88
Paul Clemens	1:23:65
Mark McGuire	1:23:82
Meryn Davies	1:26:67

PS. Could you please re-run the AD for "Teeny Weeny" racing seat for 280Z suitable for attaching onto roll cage, 6-point harness preferred!

NOTICE OF
ANNUAL GENERAL MEETING
OF THE
DATSUN Z CLUB (Inc)

SATURDAY 22ND JULY at
MONTEREY PARK AUDITORIUM, HOBSONVILLE
COMMENCING AT 6:00 PM

The business to be conducted and the order of business is as detailed in the Constitution and Rules of the Club.

The following will give you some indication however of the issues that will be raised or presented at the meeting:

Voting in of new Committee Members:
President, Vice President, Club Captain,
Secretary and Treasurer

Club's Financial Statements

General issues

Note: Anyone wishing to:
a) be on the Datsun Z Club Committee, or
b) nominate someone to be on the Datsun Z Club committee should contact one of the current committee members prior to the AGM and advise of any nominations or expressions on interest.

AFTER THE MEETING.... all members and partners are welcome to adjourn to the park's restaurant for drinks (at 6:45 approx.) followed by dinner and our annual prize-giving from 7:30pm onward. Dinner will cost no more than \$37 per head (set menu). For those interested, you will be able to tour the museum after the meeting at a cost of approximately \$6.

AIN'T LIFE A DRAG

by Anthony Baker

The second attempt at the annual zed club drag meeting at Meremere on Saturday 18 March got under way to a mainly fine start (following an earlier cancellation on the 5th February due to excessive moisture on the strip). Although numbers appeared down on our first attempt at this event, there was still a good turn out of approximately 28 cars. It was good to see several new faces and cars not often seen at race meetings. I guess it shows the popularity of these casual events where everyone can get involved without feeling intimidated by full grids and hard racing.

Following scrutineering and the numbering of the cars, we got under way with everyone having numerous runs down the strip to familiarise themselves with their cars, the Christmas tree lights and exactly where the finish line was. After lunch the time keepers got organised for the serious part of the day, with knock-out events to be held for standard and modified zeds, followed by a dial-your-own competition as part of the zed challenge series.

The standard zed knockout competition was one by Graeme Smiths 280Z with a winning time of 15:327 seconds. Second place was Julz Edwards 260Z 2+2 and Mike Lucas' "porpoising" 260Z in third place.

The modified Zed knockout competition was a closely fought event (in the top two places anyway) between Dave Long's 300ZX 2+2 and Greg Gillespie's 240Z. Although Greg's 13.907 appeared highly impressive (and noisy) it wasn't enough to hold out David with another ultra-consistent 13.720 second pass. Third place being taken by yours truly at a pedestrian like 16:4 seconds.

With the knockout competition out of the way it was time to get down to a true test of skill with the dial-your-own competition.

First up was one of the younger members of the Hansen clan. His appearance was brief however, with his father withdrawing him from the event to save other competitors the embarrassment of a being beaten by a pedal-powered pre-schooler. (Thanks Paul).

If the modified zed knockout was close, the dial your own was almost a dead tie between Steve Woodfield and David Long. Steve took the win with a time of 15.803 on a 15.7 dial-in. Dave's time of 13.699 on a 13.7 dial in time would have to be the most bogus break-out of the event! Thank goodness for electronic timing. Third place was taken by one of our regular lady competitors, Julz Edwards. Congratulations to

Steve and Julz, the Zed Challenge Trophy looks like it could be closely fought between these two. To Dave, tough luck, fastest time of the day for you at the most inconvenient moment!

The only other notable results to hand are; a quickest time for a six cylinder zed being 13:543 by Greg Gillespie. A few 11 second passes by those V8 powered drag cars disguised as zeds and some indecently quick passes by a 120Y Datsun (baby zed), not to mention a Ford Anglia (yes, let's not mention the Ford Anglia....Edz).

Personally I think standard 280Z's doing 15:3 second passes should be banned from the club.

To cap off a great day Allan Harrison showed everyone how to produce smoke and set everyone diving for cover when strange noises came from the engine of his car (also allowing Patsy to beat him in the SS Holden "V8 5.0/ big pig"). Fortunately it was only a few lash pads, "Don't worry Allan, they will turn up in the oil pump sooner or later".

Finally, thanks to all the people who helped with the timing it makes a surprisingly high pressure job easier if everyone can have regular breaks. My thanks to David for his organisation and to Jan for her lessons in timing (that's a just a polite way of saying I got bossy...Eddie). Hope to see you all at the next event.

NB: Alistair - will we ever see the "Brown Bus" revved in anger again?

Keeping Track

by Alan Harrison

I was recently invited to a Club Lotus "club night" at which the Chairman of the Pukekohe Park Raceway, Mr Michael Clark, helped fill in some of the blanks with regards to the track's present financial status and future outlook.

Since that meeting the club has received "Newsletter Number 1", which is to be a two monthly publication, from the Pukekohe Park Raceway - one of the changes taking place is that everyone is going to be kept informed of what is going on at Pukekohe. "Somewhat of a break with tradition ..."

Thanks to a "redistribution of funds" Bitumix's financial interest in the track has gone and with it goes the threat of their loan repayment. The future of the track has not looked this good for some time.

Here are some snippets of interest from the newsletter. If you want to read the whole thing ask one of the committee to read one of the copies floating around.

- The track has a new Circuit Manager, Mrs Terri Butler, and track bookings are to be made through her or the staff at the Counties Racing Club who are working very closely with the PPR. Jointly they are hoping to employ a promotions / marketing person in the near future.
- What was originally going to be a mid-term goal, the repair and resealing of the club circuit, could soon be a 'done thing'.
- In the coming Autumn they will be levelling a significant area in front of the tyres beyond the end of the back straight so as to leave a run-off, but maintain the tyres beyond to stop you before you reach Waiuku. (Stuart, Paul, Drag, Murray, Anthony ... take heed.)
- There are definite plans afoot to replace the green bus with something more civilised. No, not an air conditioned Largo but probably a time-keepers area within the southern portion of the original grandstand.
- Don't get too attached to the tote building. There are plans afoot to scuttle said beast and establish the paddock (tar sealed) on the outside of the track like it used to be so that spectators can "get amongst it" more readily.
- Testing fees are to increase: \$125 per car until October 1st when they will go up to \$150 per car. Money raised from these fees will be specifically allocated to an upgrading maintenance fund.
- The Targa of NZ organisers will be using the circuit for the start and finish of their inaugural event on October 21 and 26.

If you have any suggestions or thoughts they would like to hear from you. Write to Michael Clark c/- P.O. Box 47, Pukekohe.

The feeling I got from the meeting was re-inforced by the content of the newsletter. It certainly seems that Pukekohe is back on track. (Couldn't resist just one)

P.S. At the recent TACCOC Festival of Motoring race meeting our "correspondent on the scene" noticed a marked improvement in facilities at Pukekohe. Such nice touches as soap and paper towels in the men's toilet were really appreciated, but the big news was a recently installed phone system which replaced the aging field phones. The upshot of this is that event organisation and operation is now dramatically improved as you can easily talk to anyone anywhere on the track.

A Brown Bus - The Legacy

by Alister Leask

I first saw it as I walked down the driveway. It was waiting at the bottom, paused almost, as if waiting to be unleashed on an unsuspecting road. That low visage, those sleek lines, the streamlined curves, the way the bonnet thrust itself forward as if daring the atmosphere to impede its progress... None of these things came into my mind - well not all of them, as Ana and I made our way down the Long's drive.

I was there on a mission, a mission from Ana, a mission to Find A Zed. "Ooooh" she said. I nonchalantly raised an eyebrow. Ana headed for the car, and I headed for the front door to announce our presence. "Giddy" said the now familiar form of Dave. I introduced myself, and, casually pointing over my shoulder, conceding "And that's Ana". Ana appeared to be trying to fog up the outside of the car windows as she peered through to the interior and dash - fortunately she didn't succeed. We proceeded to join her examination of what we came to know as a "Brown Bus".

Certainly an impressive wee beast, resting as it was, prepared to accept our scrutiny. The enthusiastic Mr Long,

however, was not it seemed, entirely happy with this current level of impression, and after a walk-around pointing out the salient bits and pieces, practically forced me into the Bus and made me start it. If I had only one eyebrow raised before, then now it was definitely two. I may even confess to a well stifled "Ooooh", but you would have to pry it out of me... Dave and I went for a drive, the most interesting points of which went something like

**"Ooooh"
she said.
I nonchalantly
raised an
eyebrow.**

"Nail it!", and "Good thing that cop pulled out in front of us as I was going to say nail it!", and just to be different, "Nail it!". I was happy to comply with all the requests. Particularly happy, you might say. We made it back down the driveway, finding Ana quizzing Jan about

the exploits of the female members of the Zed Club.

Ana, it seemed wasn't really interested in the Bus, she wanted to see a "two-forty" instead.

So I got the Bus. Heeheehee!
And Ana got a "two-forty".

Anyway, about three weeks after I picked up my new Bus (causing one of my friends to go absolutely green!), Ana decided she wanted a front air dam

for her 6 week old 240. I, being a generous sort, offered to provide transport to Hamilton to procure the part. I got a fright on this trip - and rather a surprise, you might say. The return trip to Hamilton, travelling at between 60 and 80 mph cost \$55 !!!!!!! The reason, it seems, was the enthusiastic Mr Long, saying "To hell with economy, I wanna accelerate!". This minor (?) problem was only aided by the seeming fixation of some members with the number 3. You know, 3 cylinders - followed by three more, 3 carbs and 3 gears... yeah - you know what I mean, autobloodymatic gearboxes.

In fact, I have sneaking suspicion that the 190 Kph speed limiter on Dave's 300ZX was removed the first time, and he was only held up down the back straight at Puke because he hadn't realised there were four (4) gears. 3 cylinders on the left, 3 on the right, less than 3 turbo's, and 4 gears. But I digress...

After a not too long a period, there appeared a 5 (count 'em, 5!) speed manual "fun" box. This, after all, is supposed to be a sports car! And a little later, a set of 240 SU's replaced the 3 (there it is again!) carbs - it was REALLY hard getting Mr Campbell to temporarily part with those...

**... the enthusiastic
Mr Long saying
"To hell with
economy, I wanna
accelerate!".**

It would not be true to say that the road to satisfaction and enjoyment has been an easy one. I have had ignition troubles, which have resulted in what I hope is a temporary backwards step to the standard points. I had one of the petrol tank restraining straps break while I was approaching Bennydale ("Where?" you say, "Exactly!" I reply). A faulty engine oil seal, cause and correction both courtesy of Mr Nissan, and a loose front engine pulley, from the same place... Could this be the legacy of a Brown Bus?

So what does the future hold for my Bus and I? Well, EFI maybe, a diff to match the manual gearbox, matching colour front seats, and wouldn't that rear seat that wont go all the way up

make a great spot for a couple of subwoofers! And even perhaps, dare I say it, racing. Maybe.

On one occasion I had the pleasure of accompanying Mr Clemens around Pukekohe. Perhaps this is the legacy of a Brown Bus.

I should like to take the opportunity to thank a few people: Meryn - for wanting an autobloodymatic, Greg G. - for advice and expertise and time, all in excess quantity, various others who have answered questions, and last but by no means least Paul, Dave and Jan for the aftersales service...

THE REIGNING "QUEEN OF PULSE BRAKING"

an article by Jan Long (aka Eddie)

For those that don't know, Nissan have been running the Nissan Driver Safety Programme (formally known as the Anti-Skid School) for quite some time. Our committee thought it might be an idea for the club to investigate the course and report back.

The school runs two cars (an auto and a manual Nissan Sentra) which have four extra hydraulic and computer controlled wheels, that provide all the fun, sticking out like bicycle training wheels.



As magazine editors, Patsy and I were elected prime guinea pigs and David (our club captain) made up our group of three. We were the first of two groups (of Z Club members) to go through the course.

Being the only non-boy-racer of our group I was nervous and expecting to be the one who would have to do everything again and again before I got it right. How wrong I was!

Unlike my hooning counterparts I had no "natural instincts" to fight against and just listened to our instructor Ken and did what he said to do (*what a girlie swat...Pats*). Meanwhile Patsy's answer to any problem was "more power ouh! ouh! ouh!" (we realise now that she misunderstood a quote from a famous racing driver). Dave on the other had was more concerned with not upsetting the balance of the car as he normally would on the track and was too hesitant on the brakes. Both of them said that they normally drive an automatic (unlike me) and called me the teachers pet every time Ken wrote "Good driving" on my comments sheet.

So what did we learn in the end? Well, the course is all about accident avoidance in emergency situations. It demonstrates oversteer and understeer so that even I understand it (and can feel it!), this would definitely be useful for budding racers as you don't want to learn about those two on the sweeper at speed!

The techniques used to recover those situations would only be useful on the track if someone spun out in front of you, but are excellent for daily street driving and motorway-moron avoidance!

Do I recommend it? Yes it's a great way to simulate "totally out of control" in a safe environment and learn to react to it correctly, time and again, until you feel confident.

The course cost is \$198 (GST inclusive) per person for half a day of instruction and the people are a friendly bunch. Unfortunately there are no great group discounts available. So ring around and get a group of three together and just go for it!

P.S. The committee is looking ahead to our Z Club Driver training day (sometime in September or October) and as you will read, toward the end of this issue, they are looking to taking the race training element out of the day and concentrate on general car control and tests of skill. Any ideas to make this day more enjoyable would be most welcome.

WANTED! - CONTRIBUTIONS FOR THIS MAGAZINE

WRITE TO: The Editors (aka Eddie and Patsy)
Orient Express
Datsun Z Club Inc
P O Box 24-176, Royal Oak
AUCKLAND 1030

Deadline for next issue: 21 July 1995

Wanted: Willing Erectors

Yes folks, its the moment you've all been waiting for. The club is hereby asking for applications to fill the position of Club Erector.

Applicants should have an open mind and good disposition. A yearning for hard work would not go amiss and you should also be prepared to get wet and/or windblown. The right person (or persons, we see this as being a job for more than one) should have access to a fairly large area where the club tent could be hung to dry before refolding. Of course we are talking about tent erectors, what were you thinking about?

Duties would involve being prepared to take the tent to most or all events at which the club has been invited and is intending to participate. The erector would also be expected to unerect (or organise for someone else to unerect) said device and store it somewhere until next needed.

The tent hasn't actually been bought yet but the committee has examined various models and the favoured beast at present is a canopy style tent such as used by the MG club at the Intermarque Concourse and by the Porsche club at the Le Mans (the one we had the barby under in the rain).

If you are interested in this varied and rewarding opportunity to become involved in the club please contact us either by contacting a committee member at an event or by phone.

Be in quick, as we expect to be swamped by applicants.



CARS FOR SALE

DATSUN 240Z COUPE, 1972

Automatic, one lady owner since 1985, 140,000 miles. Needs a little attention
\$10,000 neg

Shirley Ph (07) 573-4980 (Te Puke)

DATSUN 260Z, 2+2, 1976

Metallic blue (oven baked two-pot mix paint). Airconditioning, 5-speed, Alpine
Alarm complete with remote car lock. Front and rear spoilers, sports exhaust, RE71s
145,000 km. \$10,000 ono

Hamish Millar Ph (09)4243163

DATSUN 240Z COUPE, 1972

Metallic Green New Zealand new, very tidy original condition inside and out. Near
new tyres and 5-speed gearbox, big bore exhaust system, Blaupunkt stereo etc....
\$12,000 ono or will consider swap for a race-built 240Z.

Blair Cole (04)498-4225 wk, (04)479-4667 hm or (025)423-3478

PARTS FOR SALE

NEW CARBURETTORS

48 inch Dellorto Carbs x 3. Brand new (still in box) \$1,600 firm

BRAIDED BRAKE LINES

Braided brake lines. 'Earls' brand. \$150

Neil Stanford Ph (09) 266-8540

WRECKING 260Z COUPE

Plenty of bits left ie. four (as new) gas shocks and springs. Diffs - complete. Ratios:
3.9:1, 4.1:1, 4.4:1 all R180 model.
Complete 260Z engine in pieces ready for assembly.

Paul Hansen Ph (09)2928055 (home) (09)8467179 (work)

PERSONALISED PLATES

28OZED and 28OZED. Asking price is \$450 ono

Graham Hargreaves. Ph (0943) 12084

PARTS WANTED

CARBURETTORS

Side draft plus manifold and extractors for 260Z (40-45 inches)

Rob Cuttle (025) 767-407 or (04) 384-6900

Enjoy

CHEQUERED FLAG

29 You forgot to gas up before the race, go back 4 spaces.

28

27

26

21

22 You attended Nog, Nosh & Natter this month.

23

24 Trippery Slack, ended up in the armco.

25

20

19 You bought new RE610Ss

18

17

16

15

14 You tried dirty trick number 1 on an MG with success.

13

12 You spun at the hair pin and lost time pulling grass out of your grill.

11

10 You remembered to check the legality of a modification with a technical officer first.

9

8 You had a prang just before Concours.

7

6

5

4

3

2

1 You manage to provide helpers for every event.

START

The Boy and the Frog

A boy was crossing the road one day when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog and put it in his pocket.

continued....

The frog spoke up again and said, "If you kiss me and turn me back into a beautiful Princess, I will stay with you for one week." The boy took the frog out of his pocket, smiled at it and returned it to his pocket.

The frog then cried out, "If you kiss me and turn me back into a beautiful Princess, I'll stay with you and do Anything you want." Again the boy took the frog out, smiled at it and put it back into his pocket. Finally the frog asked, "What is it? I've told you I'm a beautiful Princess, that I'll stay with you for a week and do Anything you want. Why won't you kiss me?"

The boy said, "Look, I'm a computer programmer. I don't have time for girlfriends, but a talking frog is really cool."

Wanted: An answer.

The club has decided to take a different approach to training our "serious" novice racers. Although you may not be aware of it, Pukekohe race track has days on almost every week when the public can hire the track for \$125. Our current idea is that conditional upon sufficient demand a week-day session at Pukekohe would be arranged when we would supply a group of experienced race drivers to teach the newer people.

The specific intention is to use the relatively empty track to give people plenty of on-track time with an experienced racer in the passenger's seat. Hopefully this will improve people's technique whilst also giving them valuable exposure on the track.

Over the years I have used these practice days for practice, testing and training. I have had several new racers approach me and ask if they could tag along the next time I went out so now is your chance.

What we need is an indication of interest. If you have any interest in this type of training then please phone me (Greg) on 09-4109689 reasonably soon to "chat".

Please take note that we will probably be dropping the "serious" training from our race/club day in future. It is felt that one-on-one training of the few people who are interested at a suitable venue is more beneficial and also easier to organise.

Be warned, if you come to our club days in future, you must bring a sense of humour and be prepared to enjoy yourself and your car.

New member, Old car

by Mike Lucas

My reason for purchasing a Z is a passion for Cars in general. It has nothing to do with the fact that 4 of work colleagues own Z's. The fact of working with 4 members of the Datsun Z Club only rekindled a passion that develop when I was in the Fifth form. A friend of mine who had left school and was earning money, one of the things needed when purchasing/running a Z, brought a 240z. Many a nights where spent cruising around Auckland City/waterfront looking at/for babes, but we never got any as, even if we did, where were they going to sit. As it was, there were already three of us in the 240Z. It can get very cramped in the back of a Zed as you drive around Auckland for hours on end.

Reg: IU7302
Model : 260z Coupe
Colour: Green
Trim: Black
Purchased: Nov 94



Car history: Many club members who have been around since the early 80's will know the car well. I purchased the car from Gary and Linda Palmer. Gary and Linda owned the car for 13 years. During this time the car participated in a number of club events, including being a member of the Z Club concours team that was selected for the Intermarque Concours D'Elegance. The team was placed 6th overall.

One of the events that my Zed is most famous for occurred during a Datsun Z Club Annual Bay Park Weekend many years ago (1984). This was when 'IT' happened. 'IT' was a trip to the sand trap, followed by a barrel roll or two, then the car landed on it's wheels as if nothing had happened, apart from the damage incurred during the frolic in the sand pit. Gary (Club Captain at the time) was in control when 'IT' happened. I have heard a number of different stories as to how/why Gary ended up playing in the sand pit. One that sounds the best is during a battle of 240z vs 260z. Alan Harrison in his 240z and Gary in the 260z. Gary got a little wild in the sweeper (on not so good tyres I was told) as he attempted to gain on Alan. This resulted in the

visit to the sand trap. I was also informed that many club members had fun relieving the car of it's bent bits, which involved sharp tin cutting things and the cars panel parts. The Zed was then rebuilt and used for daily transport to get Linda to and from work. Enough of that (sorry for letting the ghosts out of the closet Gary and Linda).

Future plans: My long term goal is to rebuild the Zed as a clean street machine by replacing all cracked bits and getting the small amount of rust removed and replaced with steel (and yes replacing the shocking shocks and putting the green Z a few inches closer to the ground). This will probably involve a trip to Rotorua to see Kiwi Metal polishers to relieve the Zed of all paint and unwanted plastic. Then lots of hours of labour mainly from my brother who is a very handy panelbeater (he currently works for Heritage Classic Car Restoration) and plenty of green paper to produce a Zed which will look like 'new'. Well that's the plan anyway.

Since joining the Club I have been involved in a number of activities including winning the Best 260Z in the Club Concours earlier this year. My Zed has since been down the drag strip with a best ET of 16.39 seconds which I think is not bad for a completely standard 260Z coupe. Unlike some other members cars which run 16.8 seconds on five cylinders after a big over rev when warming the tyres. (*Refer to Anthony's article on Z Club Drags...Edz*).

Looking forward to many happy years of Zed'ing. Hope to see more members at club activities like Gymkhanas, race days even if you don't race your Z like me, and concours.



The Fine Print Page

MEMBERSHIP DISCOUNTS

Members of this Club are able to avail themselves of discounts on quite a number of products and services. The list is ever-changing and at times complex, making it difficult to publish here. The best way is to ask someone of the Committee before you buy.

Genuine Nissan Spares can be purchased on indent through our Purchasing Officer, Greg Gillespie, Phone (09) 410-9689

Some parts, including air and oil filters are stocked by Greg.

Holders of M.A.N.Z. licences (see below) qualify for a very extensive list of discounted items.

COMPETITION LICENCES

You do not require a Competition Licence for Motorkhanas, Trials Hill-climbs or Sprints, provided these aren't interclub competitions.

Members interested in more serious competition will need to go through a few formalities in order to participate. This is just a brief explanation of what it all means.

Regional Licence:

This licence is the minimum requirement for all "Regional" M.A.N.Z. permitted competitions, as well as being required for all closed-club Racing or Rallying. This Licence is issued by the M.A.N.Z. The cost is \$28.13.

National Competition Licence:

This Licence is required for "National" status non-racing competitions. The cost is \$56.25, includes the N.Z. Motorsport Manual, plus your inclusion on the Motorsport News mailing list.

National Racing Licence:

We recommend to those who wish to participate in RACING that you obtain a National Competition Licence in the first place, study-up on

the Rules, then have it up-graded by an Approved Examiner. This involves calling on an examiner listed in the front of the M.A.N.Z. book, passing a test on your knowledge of the racing flags and other rules, whereupon your licence will be endorsed "Racing".

POCKET PATCHES

The Z-Club has embroidered Pocket Patches available to members at \$7.50 (inc. Post & G.S.T.). Send payment to our postbox.

TRIALING BOOK

If you're one of those Trials Enthusiasts, our reproduced Trialing Book will be of great interest and value. Order through our postbox at \$4.00 - Trust me, it will help!

THE POSTCARD

When you first joined the Z-Club, included with your New Member's Pack were some of those printed-blue postcards. We know - you filed them, didn't you? These cards are our main membership-drive tool, and they work real well when they're used. The system works like this; you write your membership number on the top-right corner of the card (no, not in the space for the stamp!), go out and find a "Z" and place the card under its wiper blade. A club-points system for an annual prize is calculated on the cards returned. If each member was to do this just once a week, our membership would double in a year.

FLAG MARSHAL'S CLUB

Many of our members who are sports car enthusiasts, though not keen on racing their own cars, find much pleasure and enjoyment in getting involved in the Sport as Flag Marshals. Very few people would be aware of the fact the every motoracing event employs as many helpers as there are drivers out enjoying. You

could well be one of those helpers, and you may find it to be great fun.

A stint on the flags is also highly recommended for those of you intending to take out Competition Licences.

Ring Maureen or Geoff Rolfe-Smith, (09) 483-9878 for further information.

INTERNATIONAL

Planning an overseas trip? This Club keeps contact with dozens of Z-Clubs throughout the world, therefore we are able to supply any member tripping off to anywhere (apart from Outer-Mongolia!) with a list of contact names & addresses. Visiting with these Clubs often proves to be the very best way of seeing another country, as well as letting you see first-hand how it's done (Z-wise) elsewhere.

SPECIAL EVENTS

The Committee are charged with organising most of the events promoted by the Club. This does not mean that you are precluded from setting something up for the rest to enjoy.

If planning an event your way looks like a fun-thing to do, start setting it up, and talk to the Vice-Prez about it's feasibility and scheduling.

ADDRESS CHANGES

Keeping up with the Gipsy characteristics of a couple-of-hundred Club-Members can be quite a battle. If you're planning to move your caravan, why not let us know? It surely makes things a lot easier. Please check that we have your current address, post-code, and phone number.



DATSUN Z CHALLENGE SERIES RESULTS AS AT APRIL 31 1995

Entrant	Datsun Z Race Day	MG Car Club Sprints	Z Club Concours D'Elegance	Z Club Drags - Rained	Z Club Drags Ver 2	Cooper Car Club EconoRun	Sealed Gymkhana	Points To Date.
Jules Edwards	50	72	72	50	73			317
Alan Harrison	50	75	70	50	71			316
Steven Woodfield	50	50	68	50	75			293
Paul Clemens	50	74	74	50	0			248
David Long	50	73	0	50	74			247
Giselle Collins	50	0	71	50	71			242
Anthony Baker	50	0	67	50	73			240
Robert Chubb	50	71	69	50	0			240
Stu Robinson	50	0	73	50	0			173
Peter Campbell	50	0	75	0	0			125
Grame Smith	50	0	0	0	71			121
Meryn Davies	50	0	0	50	0			100
Pat Johansson	50	0	0	0	0			50
Ron Ragen	50	0	0	0	0			50
Keith Smith	50	0	0	0	0			50

The Datsun Z Club wishes to thank Performance Tyres for their continued support of the "Datsun Z Challenge Series" through the provision of the "Graham Collins Memorial Trophy".



